

TransCAER Commodity Study Hazardous Materials Flow Survey

Blair County LEPC
Blair County Emergency Management Agency

Final Report September 1996

prepared for:

Commonwealth of Pennsylvania Emergency Management Agency Bureau of Plans and Preparedness prepared by:

County of Blair Emergency Management Agency Local Emergency Planning Committee Office of Hazardous Materials Administration TransCAER sub-Committee

Prepared for Hazardous Commodity Flow Study

EMERGENCY MANAGEMENT AGENCY



BLAIR COUNTY L.E.P.C.

Local Emergency Planning Committee Helping Make the Community Safer for All Management Agency
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September 1996

Dear Fellow Emergency Responders and Planners:

During 1996, the Blair County LEPC was charged with a task, that eventually all 67 counties in the Commonwealth will get to undertake - conducting a TransCAER Commodity Flow Study. Even though the Blair County Emergency Management Agency has been busy with many of the disasters that have befallen Pennsylvania this year, 1996 was the year that some 16 counties were invited to participate. In spite of the time requirements and the manpower burden these disasters have placed on the agency, Blair was still able to conduct the study.

Although time allotted to the study seems short, we feel that we have gathered a fairly accurate representation of the materials that flow in and through Blair County. These materials come in various forms and take many routes: railway, highway, pipeline, bulk or van. In excess of one hundred man-hours were expended on surveying, interviewing, gathering and compiling data to make this the most comprehensive report of its kind issued to date for Blair County.

The results of this study boil down to these several points. Approximately ten percent of the cargo, either rail or truck, that passes through Blair is placarded. This does not indicate that the other 90% are not hazardous - it means that we do not know - they are unmarked. The greatest percentage of hazardous material truck traffic is gasoline and fuel oil. The greatest percentage of rail traffic is liquefied petroleum gas. These commodities are extremely flammable - and go KABOOM with little provocation.

As the result of these facts, the Blair County LEPC and Emergency Management Agency will strive to ensure that the current county contracted hazardous materials response team, the Altoona Fire Department HazMat Team, receive the most accurate training, and are up to date on transportation accident incident handling.

This data will be made available to any and all public safety and public service agencies in the county. It should be used to allow greater planning flexibility and better preparedness for response situations. It was compiled with data received from the Pennsylvania State Police, Public Utility. Commission, Freedom-Greenfield Police Department, Allegheny Township Police Department, the Emergency Management Agency and the Hazardous Materials Administration. It is believed to be relatively accurate, representing a cross section of at least the summer months commodity flow.

Armed with this information, we will endeavor to ensure that Blair County is prepared, and has proper planning in place to fulfill its mission - provide adequate response to emergency situations, and to provide protection to its people, the environment, property and its systems.

Sincerely.

Hazardous Materials Coordinator

LEPC Chairman

Chapter 1 Introduction

1.0 NEED & PURPOSE

The primary purpose of this commodity flow study is to identify the type and amounts of commodities transported through Blair County, and the routes used for transporting same. This commodity flow study identifies the chemicals transported, both specifically and by hazard class, as well as the rolltes on which they are transported. It is important that this jurisdiction, Blair County, understand the flow of hazardous materials through this area, for a number of reasons: analyze current traffic patterns; better match planning programs to existing needs within our communities, and reduce the potential for incidents of release to occur. These needs may be met, in part, through the use of the data gathered as a result of this study.

The U.S. Department of Transportation (DOT) and the federal hazardous material transportation law 49 U.S.C. 5101, established approgram to address transportation related risks in emergency response. The Commonwealth of Pennsylvania implemented a state-wide study effective for three years, with Blair County being one of 23 counties selected to conduct such a study for calendar year 1996.

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The results of U.S.DOT studies indicate the following: highway transportation of hazardous materials account for 62% of the volume of all hazardous materials transported through the U.S. Almost 50% of these highway shipments were gasoline and petroleum products. Approximately 13% were chemicals. By decreasing order of magnitude, the hazard classes were: Class 3 flammable liquids, Division 6.1 poisons, Division 2.3 poison gas, Division 2.1 flammable compressed gases, and Division 4.1 flammable solids.

Railway transportation studies indicate rail volume of hazardous materials transported include, by decreasing order of magnitude, flammable and combustible, gases, corrosives, environmentally hazardous materials, poisons and infectious substances, flammable solids and dangerous when wet materials, and finally oxidizers and organic peroxides. Tables located in the appendix of this report include more specific data.

With this information in mind, the county elected to conduct the study, and undertook the project.

Class 1 Explosive

Class 2 Gas

Class 3 Flammable and Combustible Liquid

Class 4 Flammable Solid; Spontaneously Combustible Material; Dangerous When Wet Material Class 5 Oxidizer & Organic Peroxide

Class 6 Poisonous Material and Infectious Substance

Class 7 Radioactive Material

Class 8 Corrosive Material

Class 9 Miscellaneous Hazardous Material

An eleven step process for conducting a Hazardous Material flow study was followed:

- Write a Statement of Purpose.
- Review local maps for transportation pattern analysis.
- Identify chemical frequency and route both in-bound & out-bound at fixed facilities.
- Identify any railroads and request a listing chemicals, amounts and frequency of hazardous material passing through this county.
- Identify any pipelines and request a listing products, amounts, flow rates and pressures, seasonal cycles and locations of booster/injector stations.
- Identify major highways.
- Identify major airports.
- Identify navigable waterways.
- Review accident information for this area.
- Develop a database, entry and retrieval operations, access to local users.
- Analyze data, share data, and assist in emergency planning.

Hazardous Material Transportation - Commodity Flow Study

Blair County LEPC mission statement for TRANSCAER project.

The Emergency Planning sub-committee of the Blair County, PA State Local Emergency Planning Committee (LEPC) will:

PURPOSE

- Conduct a hazardous materials transportation flow study in Blair County. To identify and/or manage shipments of hazardous materials that originate from, or are destined to, or pass through the County.
- Develop data base, data entry process, data retrieval and access for local users.
- Use the completed data to assist in our emergency planning.

APPROACH

The process that we use to conduct the flow study will include:

- Identify chemical, amount (frequency) and route (mode) of hazardous materials that originate from, or are destined to, or pass through the county/community.
- Identify any railroads, pipelines, airports, and major highways conduct surveys as appropriate.
- Contact Federal, State or local regulatory agencies for any haz mat information, surveillance and/or inspection data.
- Review major accident information for the community. High accident areas and any major incident history.
- Identify vulnerable facilities in the community.
- Develop data base, data entry process, data retrieval and access for local users.
- Share and use the completed data to assist in our emergency planning.

AGENCIES

The office of the Director, Blair County Emergency Management Agency, and the LEPC Hazardous Material Coordinator shall be the receiver of the data and shall manage the data base in conjunction with other personnel in the office of the Blair County Emergency Management Agency. The Emergency Planning sub-committee of the Blair County LEPC shall analyze, organize and make determinations on what data to share with local emergency planning organizations.

BOUNDARIES

- We will stop our work at identifying the major chemicals, major routes, major accident and vulnerable
 areas; conducting random roadside surveys; securing data from local and state law enforcement; and
 sharing that information with local emergency groups.
- Particularly specific information will be kept confidential but the completed flow information will be made available.
- We will review the county PLAN and request local plan review to assure preparedness for those high risk chemicals and routes.
- We will test the PLAN and modify as needed.

Chapter 2 Scope

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2.0 SCOPE

This commodity flow study is the collection of data on transportation patterns within the County of Blair, Pennsylvania. A variety of activities and collection methods were employed to perform this study.

The Blair County LEPC, under the direction of the Blair County EMA identified those transportation sectors that were most likely to influence the above mentioned patterns. Using the TRANSCAER plan, the LEPC targeted the following modes:

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Pipeline – i jang sujengga aktor aflikatora et i li liban. Skotsen de in de li kunaj lijita ak Tang tang sakat at malah mengal aktor kang banggalah dalamatan dalam kang sakat anat dalamat.

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- Highway
- Railway
- Pipeline
- Air

Highway routes were offered as major concerns due to the extensive roadway web existing in our area. Interstate 99, US Routes 220 and 22, PA Routes 36 and 764 were all identified as possible arteries for hazardous material flow. After seeking input from local law enforcement, Interstate 99 was identified as the artery of major concern.

Railway was offered as a major concern as well, since the mainline of the CONRAIL railroad traverses the county, and specifically, the City of Altoona. The Everett Railroad system also operates in the boundaries of the county, transporting materials to Appleton Paper, as well as other customers, and commodities.

Pipelines were also identified, as there are several bulk storage facilities within Blair County, and several underground pipelines crossing this jurisdiction.

Waterways were not defined, since no navigable waterways exist within Blair County.

Air transportation was not considered at first either, but upon further investigation, it was

revealed that Airborne Express, FedEx and UPS will soon be using the local airport for delivery purposes. Blair County is situated in the approach and departure path of Pittsburg International Airport. At this time, there is insufficient data to confirm the existence of a transportation threat by air. But in the near future, this may change. In 1997, the Blair LEPC will conduct another study, and determine what changes exist compared to 1996 data, and make recommendations accordingly.

2.1 GOALS and OBJECTIVES

The specific goals of this study were to gather data and perform analysis to determine seasonal characteristics, interstate vs. intrastate commerce, origin vs. destination, and comparative results to the national norms. The results of this analysis would then be made available by the LEPC and disseminated to any and all public safety and emergency response agencies within the coverage area of Blair County. Ultimately, the results are to be forwarded to PEMA for analysis and compilation into the overall state database.

The more realistic objectives for this study were to determine two criteria: amount of materials transported, and frequency of shipments. During those times when LEPC members were on their own, these members would set up along various routes for simple observation.

For highway: trucks were counted and assigned to one of four matrixes. These criteria were simply: placarded vs. unmarked; bulk vs. van body. This operation usually took place over a four hour period; two hours studying one direction of flow, the other two hours surveying traffic flow in the opposite direction. Suggested information to be gathered were:

- Major traffic corridors used.
- Local origin and/or destination locations.
- Primary hazard classes transported.
- Actual materials transported.
- Number of hazardous materials trucks
- Peak transportation times and days.
- Percentage of HazMat traffic in all truck traffic.

Hazardous Material Transportation - Commodity Flow Study

And to a lesser degree:

- Container types used for hazardous materials.
- Degree of regulatory compliance.
- Driver training and awareness.

Information gathered and recorded during routine roadside surveys include:

- Date and time survey was taken; and survey personnel.
- Truck type.
- DOT Placard vs. unmarked.

Additional information gathered and recorded during "enforcement stop" surveys include:

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- Bill of lading UN/NA number for hazardous materials compared with placard.
- Regulatory compliance.

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- Driver license hazmat endorsement.
- If destination/origin location within Blair County.
- Container types and quantities.

During these types of survey opportunities, it was impractical as well as impossible to stop all truck traffic. Enforcement personnel stopped those vehicles typical to their usual duties, and when time and space permitted, stopped those vehicles that appeared to be conducive to our goals. In either event, survey personnel gathered data as indicated - sometimes only to find out that the vehicle had no materials that met our criteria; sometimes finding out that the vehicle was non-placarded - and should have been!

For railway: train cars were counted and assigned to one of three matrixes. These criteria were simply: placarded railway cars (tankers or hoppers) vs. placarded trailer vans (on flat cars) vs. unmarked rail cars. This operation usually took place over a four or six hour period; studying both

directions of travel. Suggested information to be gathered were:

- Local origin and/or destination locations.
- Primary hazard classes transported.
- Actual materials transported.
- Number of hazardous materials cars.
- Peak transportation times and days.
- Percentage of HazMat traffic in all rail traffic.

Information gathered and recorded during routine railside surveys include:

- Date and time survey was taken, and survey personnel.
- Train car type.
- DOT Placard vs. unmarked.

Additional information desired form the railroad dispatch office would include:

- Bill of lading UN/NA number for hazardous materials.
- Regulatory compliance.
- If destination/origin location within Blair County.
- Container types and quantities.

However, cooperation of this magnitude from CONRAIL Corporation was not forthcoming. After every effort had been made to contact HazMat and Risk Management officials at the corporate offices, we were informed that the computer system would not be able to give us the data we needed. A member of the LEPC is a CONRAIL employee, and the best cooperation he could secure was a copy of annual volume movements, and to volunteer to sit along the railway to help count cars.

It was determined that pipeline operations in Blair County should be physically inspected, but due to limited time and personnel, such inspections were not able to be performed within the time

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frame allowed.

Since the Emergency Management Agency has limited resources, weather and other related disaster events took precedence. The time frame used to operate this study fell between May 1996 and August 1996. Therefore, no seasonal data or predictions are available. The study conclusion was dictated by PEMA deadline for results; the start dictated by available time and current weather conditions.

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2.2 IMPLEMENTATION

During those times when other state or local agencies could participate in the highway survey, the EMA Director and the HazMat Coordinator, emisted the aid of law enforcement representatives. In cooperation with the Pennsylvania Public Utility Commission "Enforcement Officers, the Pennsylvania State Police "Motor Carrier Safety Enforcement Program (with PennDOT) task force, Freedom Greenfield Police, and Allegheny Township Police, more accurate data could be obtained.

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Assistance was also rendered from the Blair County Sheriff's Department. Both the EMC and the HMC were switch in as deputy grade personnel, giving them the advantage of being law enforcement personnel when out on these traffic stops. State law enforcement was relied on for Interstate operations, but the LEPC could conduct secondary route studies without state assistance.

Primary soutes of concern were identified as per study guidelines. Time tables were defined, but quickly became flexible to fit PSP and PUC time frames. State enforcement officers also made available typical data that they have gathered or observed over the course of their standard duties.

Various members of the LEPC volunteered to assist in the data gathering process, so an inspection team was assembled that consisted of the EMA Director, HazMat Coordinator, and two other members. Depending on times and locations, these personnel operated as one team, or two teams, carrying out the abovementioned objectives.

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2.3 BASELINE DATA

To select routes to focus the study on, we had to identify those routes capable of supporting that kind of truck traffic. Railway identification was obvious, only two railroads operate within the jurisdiction of the county. Pipeline identification was likewise obvious, there are several in the county, but they are fixed, and do not change position from day to day.

No study of this type had been done in this jurisdiction, to the best of our knowledge. If previous gathered data were available, no one was aware of same. Local municipalities were checked, with the response being that they would be interested in reviewing this study's data, none previous

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were known. P.U.C. and PSP personnel offered observations that would have taken years to gather: accidents on the highway involving hazmats were a very small percentage of all investigated / reportable accidents.

Seasonal observations were limited - this study could not include an "all seasons" pattern. P.U.C. officers offered their "feelings" on this subject: logic dictates that chlorine shipments would be heavier in summertime for swimming pool consumption, and pesticides would be heavier in spring and summer for farm application. Ice melt material (though not typically hazardous) would be heavier during the winter months.

For data gathering purposes, the county is identified and described as follows:

BLAIR County (Hollidaysburg is the county seat) comprises 531 square miles located in south central Pennsylvania. Blair population is approximately 135,000. It is bordered on the east by Huntingdon county, on the west by Cambria county, on the north by Centre and Clearfield counties, and on the south by Bedford county. Altoona is the largest metropolitan area located within Blair County

Water: No navigable waterways are identified as to exist in Blair County.

The Blair County Airport is located in Martinsburg, located in the south east section of the county. Although primarily used for commuter service by U.S. Air, and private planes, the Airport Authority has authorized air freight to be

handled at this facility - such as UPS and FedEx.

Rail Rail transportation occurs throughout Blair County, and as such is handled by two providers: CONRAIL and the Everett Railroad Co. The CONRAIL East-

West mainline passes through Blair County, with the Juniata freight yard located within the Juniata section of Altoona. The Samuel Rea Car Repair shops are located in Hollidaysburg and Frankstown Township. The Horseshoe Curve of the CONRAIL line is situated in Logan Township, just west of

Altoona.

Air:

Pipelines: Several bulk storage facilities are located within Blair County, and each

appears to be fed by its respective pipeline system. Data on one operator has

been secured.

Highway: Routes previously identified were I-99, US 22, US 220, PA 36, and PA 764.

Interstate 99 is a main artery between I-76 (PA turnpike) and I 80, even though not entirely completed at this time. US 220 was replaced by I-99 as the north-south route most likely taken by truck traffic. Some local business

traffic can be found using US 220, but such traffic typically originated on I-99

Hazardous Material Transportation - Commodity Flow Study

into the county. US 22 is the major east-west route in the area. The remaining routes, PA 36 and 764, were found to typically only carry local traffic that entered the county from either I-99 or US 22.

Regarding highway specifics, the following additional observations are offered:

Blair County's fixed facilities rely on shipments of chemicals and other substances to operate day to day functions. These facilities receive or ship these materials on the lesser roadways that allow access to their shipping and receiving area. Even though these movements may not be as often or as voluminous as what is seen on the major arteries, it still provides for a level of concern. Accidents can happen anywhere, and at any time.

Chapter 3 Results of Study

3.0 STUDY RESULTS

After gathering pertinent data and performing analysis on same, general conclusions can be drawn. The antital results would indicate that this area follows the indicate norms, for surface transportation, that is, both highway and railway. The assumptions arrived at support those that resulted from the U.S. POT findings, under 49 USC 5101 (Federal hazardous materials transportation law). These findings were conducted in accordance with 49 CFR 110, which states that "an assessment to determine flow patterns of hazardous materials within a ... state, and development and maintenance of a system to keep such data current" is an eligible activity.

A truck survey was in fact conducted from June 1996 to August 1996 to learn more about the types and quantities of material that are being transported, and the patterns of material movements through Blair County. A train survey was conducted from July 1996 to August 1996 to learn the same information about rail transportation.

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Trucks were surveyed at six (6) locations throughout Blair County, including PSP/DOT weigh stations and PUC checkpoints, and other locations using assistance from local police departments. Truck placards were counted, and where permissible, shipping papers examined - and placards confirmed.

Train cars were surveyed at one (1) location, west of the Altoona works along the CONRAIL main line. Placards were counted, but shipping documents were not available to confirm compliance. CONRAIL did supply 1995 summary data showing the hazardous material shipments by rail volume. Our random survey revealed some figures differing from the ones reported by CONRAIL. (This is attributable to some shipments occurring only at night to early morning.)

Data collected at the survey sites indicated that:

Highway

- Ten percent of the shipments surveyed carried some form of hazardous material, sixty percent of which consisted of flammable liquids, i.e. gasoline, fuel oil. etc.
- Out of 1600 + trucks counted, 340 + were placarded for some form of hazardous material.
- Of all the hazardous materials shipments surveyed, the primary origin of the gasoline shipments were within Blair County. The remainder of the materials had only a small percentage of the origin or destination located within Blair County.

Railway

- Ten percent of the shipments surveyed carried some form of hazardous material, sixty percent of which consisted of vinyl chloride. This number excludes 'coal only' trains, and includes General Freight only trains.
- Out of 1654 cars counted, 115 were placarded for some form of hazardous material.
- Of all the hazardous materials shipments surveyed, the primary origin or destination could not be accurately determined.

Data collected based on survey information provided by other means indicated that:

Pipeline (Gas)

- Consolidated Natural Gas (Peoples) offered the following data:
- No liquid product is used. Their transmission system is monitored thoroughly. Any break or leak is known to the gas company almost immediately. They would prefer county EMA/LEPC hazmat involvement kept to a minimum, or not at all.
- Location of Booster/Injection Stations None within Blair County.

Pipeline (Liquid)

• For the year from January 1, 1995 to December 31, 1995, Buckeye Pipeline Company shipped 109 thousand barrels per day (mb/d) on the average, with the following breakdown of flammable liquids, i.e. gasoline, fuel oil, etc.

	•	nga nikatak	of it
•	Product Shipped	Amount Shipped (mb/d aver	rage)
	Gasoline	61.2	13.0
	Heating Oil	11.2	. v /*
	Low Sulphur Diesel Fuel	5 to 18 16,5 00 to 1918,40 to	Colli
	Turbine Fuel/Kerosene	1. 10 143 61 Finale 4197	7 y 1
	Transmix	5.8% A (1998) 1994	4,807
		1 - 23 93836 3 \$ 150 5 A3\$	
	TOTAL	4. 4.69.2 Shryet god "	37.0
		E CONTRACTOR	15.64
•	Average Flow Rates.	4,500 Barrels Per Hour through	th Blair
		in County. The First State of the County.	1,763
		at a desired	
•	Average Pressure in the Pipeline	675 psi, anayawil na clights M	7491
	Ţ	PLAMMABLE	
•	Seasonal Cycles	Two 15 day cycles per month, split between gasolines and dis	
		Bulyl Amylane 7	

Location of Booster/Injection Stations: Duncansville, Within Blair County

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Airport

- The Blair County Municipal Airport located at Martinsburg, PA is typically used for private plane operations, and serves as the commuter service operated by U.S. Air of Pittsburgh. There are plans, and remodeling is currently underway, to expand the service provided from this airport namely to allow FEDEX, UPS, and other commercial carriers to use this facility during day to day shipping operations.
- It is believed that placarded, or some form of hazardous material will be transported either to, from or through this facility, but accurate data is not yet available. Future studies of TransCAER commodities should reveal real and accurate data.

A quick overview of the results of our field interviews reveals the following data for Railroad Traffic

<u>UN</u>	Chemical Name/Category	Quantity Observed
1086	Vinyl Chloride	74
1075	Butylene	16
1017	Chlorine	15
1075	LPG	8
2280	Hexamethylenediamine	6
3287	Poisonous Liquid nos	5
1789	Hydrochloric Acid	4
1268	Petroleum Distillate nos	4
3077	Envir Hazardous Subs	4
1993	Diesel Fuel	4
3082	Hazardous Waste nos	4
1087	Vinyl Methel Ether	4
1824	Caustic Soda	3
1247	Methyl methacrylate	3
	FLAMMABLE	3
2057	Tripropylene	2
1040	Ethylene Oxide	2
2348	Butyl Acrylate	2
1184	Ethylene Dichloride	1
3256	Elevated Temp	1
1289	Sodium Methylate	1
2215	Maelic anhydride	1
1814	Caustic Potash	1
1055	Isobutylene	1
2055	Styrene monomer	1
1592	p-Dichlorobenzene	1
1593	Methylene Chloride	1
2312	Phenol, Molten	1
1089	Acetaldehyde	1
2015	Hydrogen Peroxide	1
1280	Propylene Oxide	1
2078	Toluene diisocyanate	1
1052	Hydrogen Flouride	1
1917	Ethyl Acrylate	1
	OSIVE	.1
DANC	1EK	1

A quick overview of the results of our field interviews reveals the following data for Highway Traffic

UN	Chemical Name/Category	43		A CONTRACTOR AND A SECTION	
ON	Chemical Name/Category	Quantity Observed	<u>d</u>		
1203	Gasoline	199			1 .
1993	Diesel Fuel/Combustible liq	21		and the second	
	FUEL OIL	6		where it is	2 12
	FLAMMABLE	6		A to the second of the	47
1824	Caustic Soda	5		1,3 147 (\$1.	
2067	Ammonium Nitrate	4	1	ALCOHOLD BERNSON	1. 3
1075	LPG - Propane	4		and a substance of	٠,
1073	Oxygen, cmprsd/cryogen	3		the transfer	٠,٠,٠
1791	Hypochlorite solution	4		The second of the second	100
2031	Nitric Acid (not red fume)	2		Secretary	4
1001	Acetylene	2		ria in in in a sila	
1760	Corrosives (can be many)	2		$I^*\varphi = (\varphi^{(n)}, \varphi^{(n)}, \varphi^{(n)})$	
1866	Resin Solution	2		and the second	
3082	Hazardous Subs/Waste	2		that the difference	1.16
1942	Ammonium Nitrate	2		in a lighty.	
1805	Phosphoric Acid	2		$(A^{\frac{1}{2}}(s) + (s))$	
2014		2		inconverse at	1.67
2187	Carbon Dioxide (cryogen)	2		were going	
1977	Nitrogen (Cryogen)	2		" was a street of the	
	DANGEROUS	2		$S_{ij}(M, G) = 2000, \ \lambda_{ij}(G) \leq 1$	
	OXIDIZER	2			
	POISON GAS	2			
	CORROSIVE	2			
1057	FLAMMABLE SOLIDS	2			
1057	Cigarette lighters/flam gas	1			
0101 0044	Explosives	1			
3267	Explosives	1			
1197	Corrosive liquid (organic)	1			
2582	Extracts, liquid flavoring		led for l	both flammable & corrosiv	re
1046	Ferric Chloride solution Helium	1			
1040		1			
1903	Nitrous Oxide	1			
3264	Disinfectant, Corrosive	1			
3204 1479	Corrosive Liquid, acidic	1			
1066	Oxidizing Solid (meds)	1			
1000	Nitrogen	1			

Data for Highway Traffic (cont)

UN	Chemical Name/Category	Quantity Observed
1072	Oxygen	1
0531	Explosives	1
2927	Poisonous Liquid, Corrosive	1
1325		1
2794	Batteries - Wet Acid	1
1830	Sulphuric Acid	1
2802	Copper Chloride	1
2810	Drugs, Medicine, Toxic	1
3163	Liquefied Gas nos	1
1923	Calcium Hydrosulfite	1
1017	Chlorine	1
2581	Aluminum Chloride	1
1814	Caustic Potash	1
1760	Corrosive (can be many)	1
1263	Paints - Flammable	1
2218	Acrylic Acid	1
1256	Naphtha	1
1951	Argon (Cryogen)	1
	Explosive	1
	1.5 Blasting Agent	1
	Dangerous when wet	1

Hazardous Material Transportation - Commodity Flow Study

One thing to keep in mind when reviewing this data, is that these figures are the results of limited time observations. Observation periods ranged from two (2) hour intervals to six (6) hour intervals. Most periods were two hours, while the six hour periods occurred when state law enforcement officers had our LEPC members with them for the day.

If the truck traffic operating on our highways run for sixteen hours per day, six days a week, then we could say that these figures may be representative of only between 2 and 7 percent of the traffic incurred on our roadways for the summer season. We feel that this differential does not necessarily influence the percentages of placarded vehicles observed, it would only indicate that the volume would be 14 to 20 times that which we report.

Another point of information is that not all highways and roadways were surveyed in Blair County. Minor roads were deemed as not meeting the selection criteria stated in the first section of this report. Data on other roads were gathered not by direct observation, but rather by input and information obtained by local and state law enforcement officers, as well as facility operators.

Blair County's fixed facilities that rely on shipments of EHS were used to supply data as well as other methods available. The POTW water treatment facilities typically receive chlorine shipments bi-weekly for 150# cylinders, and monthly for ton cylinders.

The high usage facilities like Appleton Papers, receive train car shipments regularly, ranging from weekly to monthly, depending on the substance. Truck trailer deliveries can be daily.

Two chemical distribution facilities are located within Blair County. They are Mid State Chemical, and Van Waters & Rogers. These facilities receive, store, transfer and ship many different chemicals needed by customers, many of whom are outside our area. Typical materials found there are chlorine, sodium hypochlorite, aluminum sulfate, sodium chlorate, to name a few. These materials are shipped into these facilities either by truck or by rail, where they are either stored or re-packaged for later distribution. The shipments to and from these facilities typically occur in the early hours of the morning, before many citizens are on the road for work, travel, etc. This does not necessarily make for accident likelihood to be less, but certainly the perception is lessened - "out of sight - out of mind!"

PA Route 764 is the artery used by both of the above mentioned chemical warehouses, coming from either US 22 or I-99. The volumes that move in and out of these facilities is not as great as expected, but still offers major concerns to the emergency response community.

Chapter 4 Future Planning

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4.0 FUTURE PLANNING

The results of the study would indicate that the Blair County LEPC; Emergency Management Agency, the County certified HAZMAT Response Team, and the other emergency response agencies within the jurisdiction need to be prepared for the inevitable. All planning to date by the LEPC has been regarding off-site fixed facility plans. However, most hazmat responses for Blair County have been to transportation related incidents.

The Altoona Fire Department HAZMAT Response Team, the current certified team under contract to Blair County, have trained on equipment typical of the kind found in fixed facilities. Minimum training has been done on transportation related equipment. What little transport training has been done has been limited - railway tank cars to be specific.

The Blair County LEPC has determined, using the results of this study, that more specialized training is necessary for the county response teams. Other emergency response agencies will be offered to train with the hazmat team on these transportation type endeavors.

Specific specialized training will be concentrated on gasoline and flammable liquid type carrier vehicles - at least initially. With the massive volume of flammable liquids transported over the Blair highways, if an accident were going to occur, the study data indicates the odds would be gasoline or fuel oil. After the fatal incident that occurred in Westmoreland county with the gasoline tanker owned by Sheetz, Inc., where the trailer burned and the driver was killed, we can no longer take for granted that gasoline haulers are "just there". In light of the fact that Sheetz home office is located in Altoona, Blair County, with the truck terminal (or one of many) located within reach of local bulk storage facilities, Blair LEPC and hazmat program MUST realize that the threat is more likely than once thought.

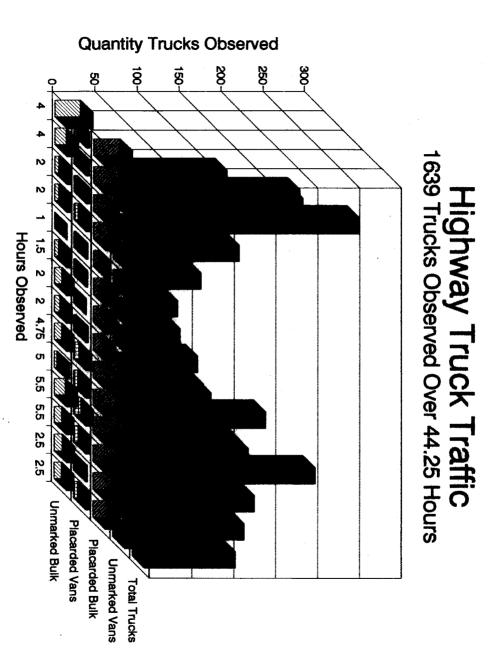
More training will be channeled towards railway tank cars in the future. Exercises with roadway accident scenarios will also be targeted for future training. Those of us in hazardous material response, can not afford to be complacent, nor can we drill for every possible contingency. A more realistic approach is to train and drill for the type of accidents that might occur. Overturned gasoline tankers, derailed railroad tank cars; these would get us familiar with the domes, valves and nomenclature of transportation carriers. Handling small cylinders, drums, and carboys that are typical of the van truck type is certainly needed, but most teams are familiar with these items due to the fixed facilities use of them.

We have seen that many of our SARA III fixed facilities are storing less and less in inventory as a means to reduce their assessment per chemical, per quantity. Assuming that the production requirements have not scaled back, we have to believe they are relying on shipments arriving as needed to their facility, either by rail or by truck. If this is evident, then we can only believe that the greater portion of our hazmat responses will be the transportation rather than to facility based incidents. Blair County is evidence of that "swing" occurring. As previously stated, more responses have been to transportation related over the last several years.

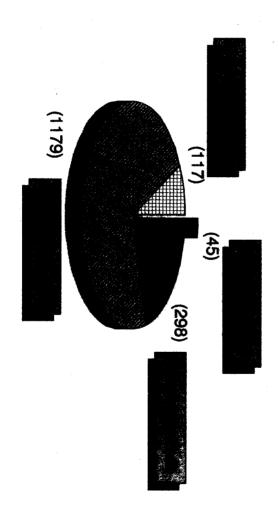
With more and more materials on our roadway and railroads, moving into, out of, and through our county and jurisdiction, we MUST be prepared for the inevitable likelihood of a MAJOR transportation hazmat incident. "To be forewarned is to be forearmed!" We must use risk assessment to decide whether it can be handled, and if so, we must know how to handle it. Waiting for it to happen is not the time to figure out how - Highway and Railway incident training is paramount.

Blair County TransCAER Flow Study

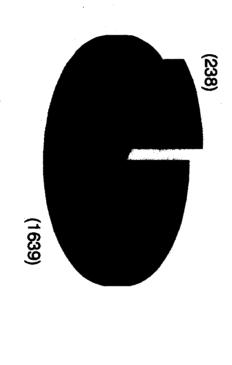
						Placarded	Placarded Placarded	Unmarked Unmarked	Unmarked		1203	% of Placarded
Date	Start	Finish	Hours	Location	Direction	Van	Bulk	Van	Bulk	Totals	Flam	Trucks
6/12	830	1230	4	I-99 @ Kettle	z	3	31	120	30	184	25	73.5
	830	1230	4	I-99 @ Kettle	Ġ	3	28	211	ಪ	255	23	74.2
6/25	900	1100	2	US22-Cambria Line	₹	ဖ	5	89	4	=======================================	13	72.2
	900	1100	20	US22-Cambria Line	m	4	16	4 2	4	66	10	50.0
6/27	815	915	_	i-99 @ Clayaburg	ဟ	_	(Ja	32	0	38	4	66.7
	915	1045	1.5	I-99 @ Claysburg	z	_	5	21	4	41	13	81.3
7/1	1100	1300	N	I-99 @ Newry MM26	z	0	12	\$	œ	62	6	50.0
	1100	1300	2	1-99 @ Newry MM26	ဇ	2	11	50	တ	69	9	69.2
7/11.	915	1400	4.75	i-99 @ Baid Eagle	S	6	28	<u> </u>	80	1 3	17	50.0
7/16	730	1230	51	1-99 @ Bellwood	S	4	30	76	ω	113	24	70.6
7/24	830	1400	5.5	I-99 @ Baid Eagle	z	8	36	146	12	202	31	70.5
	830	1400	5.5	-99 @ Baid Eagle	Ø	G.	33	84	œ	130	29	76.3
7/25	730	1000	2.5	I-99 @ Baid Eagle	z	_	21	87	9	118	17	77.3
	730	1000	2.5	1-99 @ Baid Eagle	S	4	17	78	œ	107	17	81.0
Totals			44.25			45	298	1179	117	1639	238	69.4

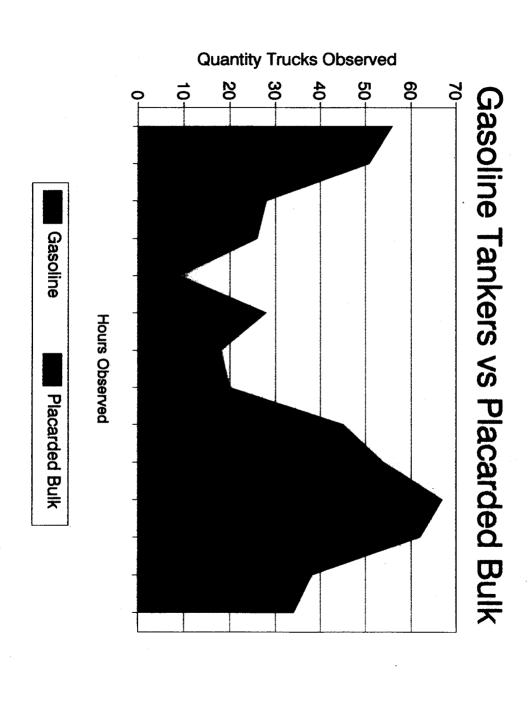


Highway Truck Traffic 1639 Trucks Observed Over 44.25 Hours



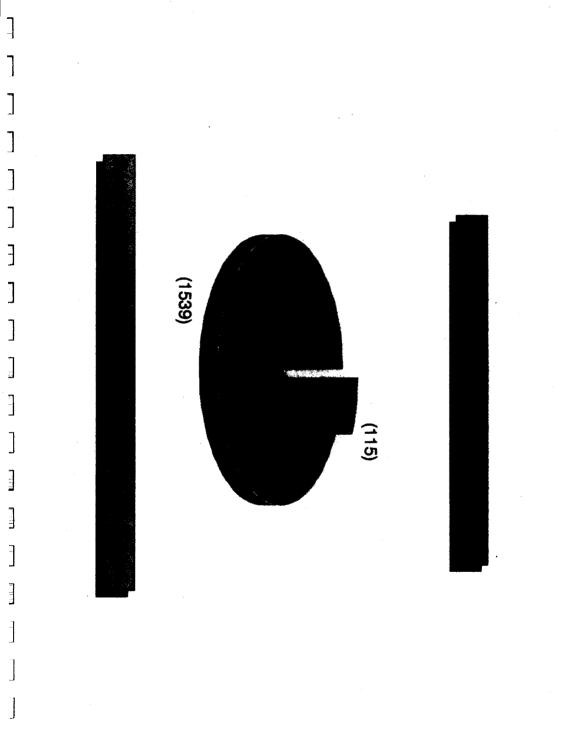
Gasoline Tankers vs Total Truck Traffic





Blair County TransCAER Flow Study

			RailWay				
				Placarded	Unmarked		% of Placarded
Date	Time	Location	Direction	Tanks/Van	Unplacard	Totals	Trucks
7/12	758	Mainline - Alto	E>W	1	104	105	1.0
	841	Mainline - Alto	E>W	0	210	210	0.0
	939	Mainline - Alto	E>W	0	97	97	0.0
	1027	Mainline - Alto	E>W	0	36	36	0.0
	1030	Mainline - Alto	W>E	5	95	100	5.3
	1038	Mainline - Alto	E>W	0	87	87	0.0
	1045	Mainline - Alto	W>E	7	43	50	16.3
7/26	820	Mainline - Alto	W>E	9	124	133	7.3
	842	Mainline - Alto	E>W	2	38	40	5.3
	857	Mainline - Alto	W>E	7	53	60	13.2
	925	Mainline - Alto	E>W	27	93	120	29.0
	1010	Mainline - Alto	E>W	9	90	99	10.0
	1104	Mainline - Alto	E>W	0	92	92	0.0
	1110	Mainline - Alto	W>E	2	106	108	1.9
	1134	Mainline - Alto	W>E	23	76	99	30.3
	1145	Mainline - Alto	E>W	17	116	133	14.7
	1202	Mainline - Alto	E>W	6	79	85	7.6
8/22	1140	Mainline - Alto	E>W	72	118	190	61.0
Totals				115	1539	1654	7.5



CONRAIL
1995 TOP 25 HAZARDOUS MATERIALS by RAIL VOLUME

Rank	DOT Hazard Class	Commodity Name	Total	Percent
1		FAK - Freight all kinds	164,557	63.843%
2	2.1	LPG Liquified Petroleum Gas *	15,279	5.928%
3	. 8	Sodium Hydroxide	12,188	4.729%
4	2.3	Chlorine	8,212	3.186%
5	8	Sulfuric Acid	6,566	2,547%
6	2.1	Vinyl Chloride	8,542	2.538%
7	3	Crude Oil, Petroleum	5,547	2.152%
8	9	Asphalt	5,509	2.137%
9		Chemicals, nec	3,852	1.494%
10		Ethylene Oxide	2,896	1.124%
11	3	Styrene	2,732	1.060%
12	3	Fuel Oil	2,469	0.958%
13	8	Hydrochloric Acid	2,415	0.937%
14	6.1	Phenoi, Molten	2,120	0.822%
15	3	Methyl Alcohol (Methanol)	2,011	0.780%
16	2.2	Carbon Dioxide	1,998	0.775%
17	9	Adipic Acid	1,945	0.755%
18	2.2	Anhydrous Ammonia	1,802	0.699%
19	Combust Liquid		1,754	0.680%
20		Molten Sulphur	1,716	0.666%
21	2.1	Butadiene	953	0.370%
22	3	Alcohols, fatty or cyclic	835	0.324%
23		Naphthalene	655	0.254%
24		Diphenylmethane	600	0.233%
25		Acetone cyanohydrin	581	0.225%
26		Argon	575	0.223%
27	5.1	Ammonium Nitrate Fertilizer	472	0.183%
28		Metallic sodium	388	0.151%
29		Sodium Chlorate	296	0.115%
30		Phosphorus	289	0.112%
31		Potassium nitrate	202	0.078%
32		Sulphur Dioxide	186	0.072%
33		Bombs	77	0.030%
34		Cartridges for weapons	64	0.025%
35		Fireworks	45	0.017%
			257,754	

^{*} Several Commodities having similar chemical and physical properties are included in this classification.

** Breakdown by Category

Flammable & Combustible	43,159
Gases	41,171
Corrosives	33,185
Environmentaly hazardous sub	7,259
Poisonous & Infectious sub	6,846
Flam soi,spont combst,dang w/wet	2,391
Oxidizers & organic peroxides	1,521

NATIONAL 1995 TOP 25 HAZARDOUS MATERIALS by RAIL VOLUME

Rank	DOT Hazard Class	Commodity Name	Total	Percent
1	-	General Mixed Freight	511,072	38.633%
2	2.1	LPG Liquified Petroleum Gas *	150,957	11.411%
3	8	Sodium Hydroxide	87,710	6.630%
4	8	Sulfuric Acid	67,336	5.090%
5	9	Molten Sulphur	63,331	4.787%
6	2.2	Anhydrous Ammonia	59,414	4.491%
7	9	Elevated Temperature Material	57,057	4.313%
8	2.3	Chlorine	49,157	3.716%
9	3	Methyl Alcohol	32,627	2.466%
10	3	Fuel Oil	31,451	2.377%
11	2.1	Vinyl Chloride	29,283	2.214%
12	. 8	Phosphoric Acid	22,640	1.711%
13	3	Styrene Monomer, Inhibited	18,921	1.430%
14	3	Denatured Alcohol	17,980	1.359%
15	2.2	Carbon Dioxide, Ref. Liquid	17,940	1.356%
16	8	Hydrochloric Acid	16,546	1.251%
17	Combust Liquid	Fuel Oil	15,203	1.149%
18	5.1	Ammonium Nitrate Fertilizer	13,079	0.989%
19	5.1	Sodium Chlorate	9,726	0.735%
20	3	Gasoline	9,674	0.731%
21	2.1	Butadiene	9,227	0.697%
22	6.1	Phenol, Molten	8,982	0.679%
23	3	Methyl Tert Butyl Ether	8,762	0.662%
24	9	Adipic Acid	7,430	0.562%
25	3	Crude Oil, Petroleum	7,398	0.559%
			1,322,903	

^{*} Several Commodities having similar chemical and physical properties are included in this classification.



BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY HIGHWAY STUDY



ROUTE: I 99 DIRECTION: NI/S [JE [JW [] DATE: _6/12/96 TIME-START: 68:30 AVP LOCATION: Kettle over pass INSPECTOR: WALL/WEIMEN CONCLUDED: 12:30 A/P) . Jmle 5 of 35 mile marker very attitude of the life and the contraction. 1203 YUINI1 FLAMI/I CORRI 1 VI 1 BIU SOME NOT PROPERLY Accurate [/] OTHER PUNENDED FLAM[] CORR[] **V**[] BM I IN KIY Accurate [] OTHER FUEL OIL 1203 BMVVV FLAM[] CORR[] VI 1 I IN NY Accurate [/] OTHER ... 203 VI 1 FLAM[CORR[] BM I IN MY OTHER Accurate [/] 1703 FLAMPI CORREL VI] BU I IN MY Accurate [/] OTHER YLINI | FLAMM CORRI 1 1203 VI] BH OTHER Accurate [] FLAME CORRI 1203 V[] BFI YMNI Accurate [/] OTHER VИ B[] YINII FLAM[] CORR[] OXYGEN (MED OX) Accurate [] OTHER FLAMI CORRI 1 1203 V[] B[]YM NI 1 OTHER Accurate [] B[] YIINII FLAMI | CORRIV V[/]Accurate [] OTHER LIF PERFIRLA PHENDED 1073 V۱۱ BU INNY FLAM[] CORR[] OTHER Accurate [] OX16 ER 92597 FLAM[] CORR[] V[] B[]Y[]N[] OTHER Accurate [] FLAM FLAMINCORRI 1 V[] B[4] YINII No Side 2011203 Accurate [] OTHER 2302? FLAM[] CORR[] VI 1 BU Y[]N[] OTHER Accurate [] 50017m HYPOCHBORITE 791 FLAMI 1 CORRIA V[] B[] Y[]N[] Accurate [] OTHER HAT UPS Trudes: 4+11

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BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY HIGHWAY STUDY



ROUTE: 199 DIRECTION: NLS []E []W [] DATE: 6/12/96 TIME-START: 9:30 AP LOCATION: Kelto are Pars INSPECTOR: WALL / WEIMPL CONCLUDED: 12:30 AP

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BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY HIGHWAY STUDY



ROUTE: 199 DIRECTION: N[]S ME[]W[] DATE: 6 / 12 /96 TIME-START: 08:300P LOCATION: KcHle St. Overpass INSPECTOR: S.A.M. S. CONCLUDED: 12:30 ARD 1/2 mile Bof35 mile marker (1)

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BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY



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V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		er d'
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		

Trucks M M III

Tanks: ______





ROUTI LOCA	E: 199 DIRI	ECTION: N[4]S	G[]E[]W[] DATE: 6/2 INSPECTOR: LUSIC A	27/96 TIN véimen co	ME-START: 9:21 M/P NCLUDED: 10:45 A/P	
from the first open	a Comment of North William and William St. Section (1997). For N. V. Section (1997)	a province of the second of th		TENTA TO	TO CONTRACTOR OF THE CONTRACTO	
VE)	B[]	Y[-]N[] Accurate []	FLAM[]CORR[] OTHER DAVLEROUS	2810(40°) 3143(10°41)	Polyesteral 1408 um o16516 cyl	255
V[] Davda	B[] EXPLOSIVES	Y[]N[] Accurate[]	FLAM[] CORR[]	1942 5.1 40 Ks	Ammoniu-retrate	
V4-1	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] Common	nes .	NO HAZARDS	
VLT	B[]	Y[]N[/] Accurate[]	FLAM[] CORR[]			
VŁY	B[]	Y[] N[/] Accurate []	FLAM[] CORR[] OTHER NOT STORPED		CHEMO THEMAPORIC INFECTIOUS WASTE	
V[]	BM	Y[]N[] Accurate[]	FLAM[/] CORR[]	1203 (ws 84999)).	
V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER			
V [-]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			

Unmarked:

Trucks Ht // Tanks:_____





0.743	HIG	HWAY STUDY	
ROUTE: 199 LOCATION: 540	_ DIRECTION: N[]S ME[]	W[] DATE: 06/27 INSPECTOR: 5.A.M.	796 TIME-START: 08:15 ØP CONCLUDED: 09:15 ØP
y sa mang d	sier in Campag	SPEC VELL	Mile Control (Control
V[] BX		M[]CORR[] 2 ER 0XYDI2ER	2067
V ≱ B⊠	YNN FLAN Accurate [] OTHI		1203
V[] B[]	Y[]N[] FLAN Accurate[] OTHI	M[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate[] OTHI	M[]CORR[] ER	!
V[] B[]	Y[]N[] FLAM Accurate [] OTHI	M[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate [] OTHE	M[]CORR[] ER	
V[] B[]	Y[]N[] FLAN Accurate[] OTHE	n[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate [] OTHE	M[]CORR[] _ ER	
V[] B[]	Y[]N[] FLAM Accurate[] OTHE	I[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate[] OTHE	I[]CORR[] _ R	
V[] B[]	Y[]N[] FLAM Accurate[] OTHE	I[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate[] OTHE	[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate[] OTHE	[]CORR[] ER	
V[] B[]	Y[]N[] FLAM Accurate[] OTHE	[[]CORR[]	
V[] B[]	Y[]N[] FLAM	[] CORR[]	

Unmarked:		
Trucks THI THE MUTTH THE IIII	Tanks:	





			HIGHWAY STUDY		43.20	
ROUTI LOCA	E: <u>I 99</u> DIR	ECTION: N[]S	INSPECTOR:	6127196 TD 1A41/WEIMER CO	ME-START: <u>8:15 (A</u> P) NCLUDED: <u>9:15 (A</u> P)	•
19 se	SHOULD CHUILDE	HAVOVRID.	MA SPACIAL		CALIK BYRE (6868)	
VW	B[]	Y[] N[/] Accurate []	FLAM[] CORR[] OTHER צֿענען		DUCTWORK	
V I /	B[]	Y[] N[/] Accurate []	FLAM[] CORR[] OTHER		TIAES	
V[.}	B[]	Y[] N[/] Accurate []	FLAM[] CORR[] OTHER		EMPTY	
V[]	B[₂]	Y[] N[/] Accurate []	FLAM[] CORR[] OTHER POSKUTEZ			68
V[]	B[/]	Y[] N[] Accurate []	FLAM[] CORR[] OTHER FAITH	ALLO ESTER	Argon Cormide	120
Z A[Y]	B[] TAKU BODY	Y[/N[] Accurate[]	FLAMIN CORR[] OTHER NOW FLAM	,	ASST CYLINDERS ALOTYLONG HE OZ NZ Ar COZ	57C3 N
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER] "
V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER	 		
V []	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER		~ 1	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			

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Trucks_______Tanks:______





ROUTE: 1 99 DIRECTION: N[JS []E []W [] DATE: 7/1 /96 TIME-START: //: 00 @/P LOCATION: Mile sharke 26 INSPECTOR: CONCLUDED: 13:00 A/P

MAS.	inigis-tonglici		ris <u>singeral.</u>		(COMMITATE)	(0.117)
V[]	B[]Y	Y[]N[] Accurate[]	FLAME/] CORR[] OTHER	1203		÷
V[]	в[∕]	Y[/] N[] Accurate []	FLAM[]CORR[] OTHER	1923		
V[]	B[]	Y[]N[-] Accurate[]	FLAM[]CORR[] OTHER Comen	Downsn		
V[]	B[-]	Y[-]N[] Accurate[]	FLAM[4-CORR[] OTHER	1203		
V[]	B[J	Y[]N[] Accurate[]	FLAM[] CORREJ OTHER	1824		,
V[]	B[a]	Y[] N[u] Accurate []	FLAM[] CORR[] OTHER			
V[].	B[d	Y[JN[] Accurate[]	FLAM(PCORR[] OTHER	1203		
V[]	B[J	Y[YN[] Accurate[]	FLAM[#CORR[] OTHER	1203		
V[]	B[¿]	Y[] N[-] Accurate []	FLAM[]CORR[] OTHER CEMEN	<u> </u>		
V[]	B(d)	Y[]N[J] Accurate[]	FLAM[]CORR[] OTHER CEME			
V[]	B[小.	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	1203		
Vito	B[- /	Y[]N[] Accurate []	FLAM[] CORR[] OTHER	1203		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER			
V[]	B[]	Ý[]N[] Accurate[]	FLAM[] CORR[] OTHER			

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CCA/





ROUTE: 199 DIRECTION: N[]S [JE []W [] DATE: 7/1/96 TIME-START: 11:00 DP LOCATION: 1/2/10 LOCATION: 1/2/20 LO

1				
	V.S.	Stations State	MF (C 249)	to free factor grant to find
	V[]	BLT 11	Y[/]N[] Accurate[]	FLAM[-] CORR[] 1203 OTHER
]	V[]	B[∕]	Y[/] N[] Accurate []	FLAM[] CORR[] <u>1805</u> OTHER
]	V []	B[,]	Y[] N[/] Accurate []	FLAM[] CORR[] OTHER CEMEN PAGEN
]	V[]	B[/	Y[/]N[] Accurate[]	FLAM[] CORR[] 3257 OTHER HOT
1	V[]	B[t]	Y[4N[] Accurate[]	FLAM[] CORR[] /Z 0.3 OTHER NOT PROPERLY ANDRO
]	·V[]	B[]	Y[] N[] Accurate[]	FLAM[] CORR[] FLIM OTHER
]	VL	B[]	Y[/] N[] Accurate []	FLAM[]CORR[] OTHER FLAM SOLIDS
]	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER
]	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER
	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER
]	V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER
	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER
	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER
1	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER
	V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER

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Trucks 4 4 4 HT HT 44 HT HE HT HT HT Tanks: HT 1





ROUTE: I 79 DIRECTION: N[]S ME[]W[] DATE: 7/10/96 TIME-START: 9:15 A/P LOCATION: BALD FACLE ON RAMP INSPECTOR: CLARCE MEMORIA CONCLUDED: 11: A/P

	17.77	SHOURS (SAPPLE)	ra you n	Maria Siverale da Cara	
]	V[]	B[/] [Y[]N[] Accurate[]	FLAM[] CORR[] 1993 OTHER COW SURVE DIESEL	-
1	V[]	B[]	Y[/] N[] Accurate []	FLAM[] CORR[X 1791 1017 Clz OTHER Sodium Hypochlisto	4 × 150# 8, = 432
]	V[]	B[']	Y[/] N[] Accurate []	FLAM[] CORR[] 2581 OTHER J/mm Chunte FLAM[] CORR[] 2031	
]	V []	邸	Y[N[] Accurate[]	FLAM[] CORR[] 2031 OTHER	
)]	VIET	B[] /	Y[] N[/] Accurate []	FLAM[]CORR[] OTHER 20rk Sausage	
]	V[/]	B[]	Y[] N[-] Accurate[]	FLAM[] CORR[] OTHER WIRE ROD	
]	VIET	B[·]	Y[] N[] Accurate []	FLAM[] CORR[] OTHER PAPER + STATIONARY	
]	V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
	V[]	B[/]	Y[]N[] Accurate[]	FLAME CORR[] /075 OTHER	
]	V[/]	B[·]	Y[] N[] Accurate []	FLAM[] CORR[] OTHER Auto Parts	* : * · · · · · · · · · · · · · · · · ·
	YL)	B[]	Y[N[] Accurate[]	FLAM[] CORRETS BILL TO OTHER DANIEROUS 1740	Sucola Pottanile
]	V _A (-)	B[]	Y[]N[/] Accurate[]	FLAM[] CORR[] OTHER Retroleum WAX	
]	V[]	B[/	Y[/] N[] Accurate []	FLAM[] CORR[] 3257 OTHER +++	
	V[/]	B[]	Y[/] N[] Accurate []	FLAMITCORR[] 1243 OTHER 1243	1048 # 75 Cartans 1530 300 Pal
	V[]	財	Y[/]N[] Accurate[]	FLAM[] CORR[] 1942 OTHER	

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COCA:	E: <u>I 99</u> DIRI TION: <u>Bald Eagle</u> C	ECTION: N[]S On Ramp	SME[JW[] DATE: 7/1/196 TIP INSPECTORIUM JUE MEE CO	ME-START: 7:15 (A)/P DNCLUDED: 18:44 A/P
Section of the	ing Kabupatèn	v (c Xm)		, Coust Typic_20055_
V []	BLY HAT	YEN[] Accurate[]	FLAM[-] CORR[] [2-03] OTHER	
V[]	B[.]	Y[/] N[] Accurate []	FLAM[] CORR[] 27.18 OTHER	
V _[/]	B[]	Y[/] N[] Accurate []	FLAMI/CORR[] OTHER	
V[/]	B[]	Y[/] N[] Accurate []	FLAME CORR[] 1256 OTHER AKRON > LATEOBE	10 Drums 3680# NAPTNA
V.[-]	B[]	Y[] N[-] Accurate []	FLAM[] CORR[] OTHER	PLASTIC BUTTLES for A
V[]	B[-]	Y[/] N[] Accurate []	FLAM[] CORR[] 3082 OTHER	(NOT STOPPED)
V[]	B{1 /	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER FLY PSN	
V.[-]	B[]	Y[] N[-] Accurate []	FLAM[] CORR[] Aluminum OTHER SIDING	
V[]	B[]	Y[/] N[] Accurate []	FLAM[/] CORR[] OTHER CUEL OIL	
V[]	B[-]	Y[] N[] Accurate []	FLAM[] CORR[] 1977 OTHER (1908 NITROGEN	
VLY	B[]	Y[/]N[] Accurate[]	FLAM[] CORRET	
V[/]	B[]	Y[] N[-] Accurate []	FLAM[] CORR[] OTHER furniture Bookshelve	
V[]	B[/}	Y[/] N[] Accurate []	FLAM[]CORR[] 2014 OTHER	
V[]	B[/]	Y[] N[] Accurate[]	FLAM[] CORR[] <u>1824</u> OTHER	
VL	B[]	Y[] N[] Accurate []	FLAM[] CORR[] COMMODITES OTHER NO HIZMAT	

Tanks: /if

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BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY



1			HIGHWAY STUDY	•	ALCONOMIC TO A CONTRACT OF THE PARTY OF THE
ROUT LOCA		ECTION: N[]	INSPECTOR:	7/1/18/6 TIM	ME- START: <u>9: /5</u> A/P NCLUDED: <u>/4</u> : <u>00</u> A/P
	inger entrice	ATE (CAVID)	in Sure		PERMIT TO BE STATE
V[]	BILY	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	1951 ARGON	
V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER		
V[]	В[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		·
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	.	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	<u>-</u>	
V[]	B[]	Y[] N[] Accurate []	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	*****	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		

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Trucks	Tanks:





ROUTE: \(\frac{1}{99} - 5 \) DIRECTION: N[]S \(\text{KE}[]W[]\) DATE: \(\frac{0}{7}\)/\(\left/\) 1/6 TIME-START: 07: 30\(\text{QP}\) INSPECTOR: S.A. M.J. CONCLUDED: 12:30 AA LOCATION: BELLWOOD Exit 1203 Y[]N[] FLAMM CORR[] BK V[] Accurate [/] OTHER HAT THEI FLAM[] CORR[] 7150 YMNI B[] VM 40,800 OTHERXY 0531 Accurate [/] B[] YIINII FLAM[] CORR[] VI 1 Accurate [] OTHER FLAM[] CORR[] B[] YIINII VI] Accurate [] OTHER Y[]N[] FLAM[] CORR[] VI 1 BII OTHER: Accurate [] Y[]N[] FLAM[]CORR[] VI 1 B[] Accurate [] OTHER V[] YIINII FLAM[] CORR[] B[] OTHER Accurate [] FLAM[] CORR[] VI] B[] YIINII OTHER Accurate [] FLAM[] CORR[] VI] B[] YI INI I **OTHER** Accurate [] FLAM[] CORR[] Y[]N[] V[] B[] Accurate [] OTHER FLAM[] CORR[] VII B[] Y[]N[] OTHER Accurate [] FLAM[] CORR[] VI] B[] YINII OTHER Accurate [] FLAM[] CORR[] V[] B[] YINII Accurate [] OTHER FLAM[] CORR[] V[] B[] Y[]N[] Accurate [] OTHER FLAM[] CORR[] V[] B[] Y[]N[]

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Accurate []

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ROUTE: I 99 DIRECTION: N[]S VIE []W[] DATE: 7/6/96 TIME-START: 1:30AP LOCATION: Belling Inspector: Well CONCLUDED: 12:30AP

15,000	intince continue	De Care	the special graphs	County Tours
V []	B[/]	Y[/]N[] Accurate [/]	FLAM[] CORR[/] [903 OTHER 326	
V[/]	B[]	Y[] N[] Accurate []	FLAM[] CORR[] OTHER	- ASBESTOS BAGS
V[]	B[] /	Y[/]N[] Accurate[]	FLAMM CORR[] 1993 OTHER	
V[]	B[-]	Y[-]N[] Accurate[]	FLAM[] CORR[] 2187 OTHER ADDITION ARLS	CO2 456 6. 50 - Addd Title Con Helium Take 4
VH	B[] 44 /11	Y[]N[-] Accurate[]	FLAM[] CORR[] OTHER FLAKEBOARD, DRY WALL	·
V/I	B[] /	Y[] N[-] Accurate []	FLAM® CORR[] OTHER Beer	-
V[]	B[]	Y[-]N[] Accurate [/]	FLAME CORR[] 1419 OTHER CAYDIZED 1953	7000 \$ 1479
V[]	BL 1	Y[] N[-] Accurate []	FLAM[] CORR[] OTHER	- CIME STONE
VΗ	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER HYDRATED LIME	-
V[]	B[]	Y[] N[] Accurate[]	FLAM[] CORR[] CALCIUM HUPO OTHER DANGERAS	7 Prins 2880 = 2 - 2 1148 = 54 3 246572
V[/]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER Ashestos Pipe Irs	
V[-]	B[]	Y[] N [-] Accurate []	FLAM[] CORR[]	-
VL	B[]	Y[-] N[] Accurate []	TE AME YOUDDE I LOW FLAM LOOL :	1245 1977 = 250 8 12446 1013 = 495 2657 1075 = 130
V[.]	B[] Î	Y[] N[-] Accurate []	FLAM[] CORR[] OTHER SCHAP PAPER	-
V[]	BIJ	Y[] N[] Accurate []	FLAMM CORR[] / 15 OTHER	407130

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9137 MT





स्टा र्ज ्ज कृतिकृत		and promessing as the second	INSPECTOR: WALL CO	INCLUDED: 12:30AG
V	ilitatiks-Qualicit	JOHA CARRO	TO SETTING	(CARSANAL * (CAN)
V[-]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER SCRAP METAL	
V[-]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
V[]	B[·]	Y[]N[] Accurate[]	FLAM[] CORRES 2582 OTHER Ferric Chloride	
V[]	BET HI //	Y[]N[] Accurate[]	FLAME CORR[] /26 3	
V[-]	B[]	Y[] N[-] Accurate []	FLAM[] CORR[] OTHER MEDICAL	
V[_]	B[]	Y[-] N[] Accurate []	FLAME CORR[] 100 mi OTHER 200 FLAM. 1046 1010	
V[-]	B[]	Y[]N[-] Accurate[]	FLAM[] CORR[] OTHER Geral fright	
V[]	B[T	Y[/N[] Accurate[]	FLAM[]CORR[] 2067 OTHER OXYO1ZER	·45160 #
V{-}}	B[]		FLAM[] CORR[] OTHER INFECTIOUS WASTE	TYRONE TO ALTONA
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	

Trucks HT HT HT 1

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Tanks:____





ROUTE: I 99/220DIRECTION: N[]S NE []W [] DATE: 07 /24/96 TIME-START:08:45/AP LOCATION: Bald Eagle Interchange INSPECTOR: S.A.M.Jr. CONCLUDED: 2:00 A(P) IN ACARDS FLAMIX CORRI 1 VI 1 BM YMNI 1203 OTHER Accurate M THI THE THE ! (Quality (hem) FLAMIX CORR[] 1993 BΧ YW NI 1 VII OTHER Waste Ligard Accurate [/ 4000 gal FLAM CORR 1760 BM V[] YMNII. OTHER Accurate [] FLAMM CORR[] GA5(2) 11100 165. VX 1057 B[] Y() N[] OTHER Accurate [] Bie Lighters 237 FLAM[] CORR[] V[X]. Bi 1 YINII 110 total -1739 Accurate [] OTHERX VKÍ Y[]N[] B[] FLAM[] CORR[] OTHERX AXIDIZER Accurate [] FLAMI I CORRI 18IOHAZARD VX B[] MINN OTHER BLOOD PLASHA Accurate [] Nitric Acid Residue 67% BM YXINII FLAMI | CORRM 2031 VI 1 Accurate X OTHER FLAMM CORRIT VI 1 BIX I IN MY Fuel Oil OTHER Accurate [] FLAMD CORRI 1 10193 VI] BM YKI NI] OTHER Accurate [] Ш V[] BM YI INI I FLAM[] CORR 2067 OTHER DXY Accurate [] Welding Gases FLAMM CORRU V[] B[] YX N[] OTHER Non-Flammarle Accurate [] 1977 VII BFT I IN MY FLAM[] CORR[] Accurate [] OTHER CLQUID HTROGEN FLAMI 1 CORRI 1 VV B[] YIJNI I OTHER Accurate [] Rosidud Water

FLAM[1CORR[1

OTHER

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Trucks TH TTH THE THE THE THE

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I OCATION: A 1/ Use 1/46haa DISPECTOR, A.A.	ROUTE: 1 99	DIRECTION: NVS [JE [JW [] DATE: 7/24/96 TIME-START: 8:30@P
LOCATION. Data caste source inspection was concluded: 7:30 A/P)	LOCATION: Bald	Egle Intrichage INSPECTOR: Wall CONCLUDED: 2:00 A/D
2201350	2201	

2201350		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
the same of the sa	CHP/C/(s) An Salver Committee	ร (กรท์และการพัน ง ได้ รักสา
V[] BLY HIT JHT-HH HHT II	Y[]N[] FLAM[]CORR[] 1203 Accurate [] OTHER	
V[] B[]	Y[]N[] FLAM[]CORR[] FLAM Accurate [] OTHER	
V[] B[/]	Y[]N[] FLAM[]CORR[] 1953 Accurate [] OTHER	
V[∕] B[]	Y[]N[] FLAM[]CORR[] Accurate[] OTHER CAGEN - MAN FLAM	
V[] B[]	YMIN[] FLAM[] CORRM 2927 Accurate[] OTHER CORR	
V[] B()	YMN[] FLAMMCCORR[] 1866 Accurate[] OTHER	
BY III	Y[]N[] FLAM[]CORR[] FLAM 3 Accurate [] OTHER FUEL OIL	
V(L) B[]	Y[]NM FLAM[]CORR[] 1325 Accurate []N OTHER Charles Ochgross 2794	78 to CORNOSING
V[/] B[]	YMN[] FLAM[] CORR[] POLSON GAS Accurate [] OTHER	
V[-] B[]	YLYN[] FLAM[]CORRY COM 8 Accurate[] OTHER	
V[] B[/]	Y[TN[] FLAM[] CORR[] COMBUSE + Accurate [] OTHER COMBUSE BLE	
V[] B[/]	Y[N[] FLAM[] CORR[] is Blading Agents Accurate [] OTHER	
V[-] B[]	Y[YN[] FLAM[] CORR[] DAVETOUS Accurate [] OTHER WIRD WET	
V[] B[] ?(Y[] N[] FLAM[] CORR[] そりの といって	
V[] B[/	Y[-] N[] FLAM[] CORR[] 1073 Accurate [] OTHER (1000 0x46.67)	

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Trucks HT 47 HT 44 HT HT	Tanks: 144 1441

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BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY



41.7			Indiwiti Stebi		10 BA
ROUT LOCA	E: <u> </u>	ECTION: NIJE	S[]E[]W[] DATE: 7 INSPECTOR: 64	124196 TIM	ME-START: 8:30 AVP INCLUDED: 2:00 AVP
	220+3	20			
		0.00			CORTOR OF A
V[.]	B[]	Y[] N[-] Accurate []	FLAM[] CORR[] OTHER	· · · · · · · · · · · · · · · · · · ·	PLASTILS
VL}	B[]	YLIN[] Accurate[]	FLAM[] CORRET OTHER	1191	PLASTILS residue
V[.]	B[]	Y[/]N[] Accurate[]	FLAM[]CORR[] OTHER CHEMOTHE	MARUTIC INF	ECTIONS WASTE
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER	-	
V[]	B[]	Y[]N[] Accurate[]	FLAM[]CORR[] OTHER		
V[]	.B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[].	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER	<u></u>	·
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		
V[]	B[]	Y[]N[] Accurate[]	FLAM[] CORR[] OTHER		

Unmarked:	
Trucks 441 477 WH HT HT HT I	Tanks:



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BLAIR COUNTY EMA / LEPC HAZMAT FLOW SURVEY HIGHWAY STUDY



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Local Emergency Planning Committee Helping Make the Community Safer for Ali Blair County Rmergency Management Agency Emergency Operations Center 423 Allegheny Street Hollidaysburg, PA 16648 (814)695-5035 FAX (814)695-5037

July 24, 1996

Pennsylvania Public Utility Commission Altoona District Office 1601 11th Ave Altoona, PA 16601

Attn: David Johnston, Field Supervisor

Dear Supervisor Johnston,

I would like to take this opportunity to thank you and the Commission for the outstanding level of cooperation received from your agency.

Our organization was charged with the task of gathering data for a commodity flow study, part of which involved highway transportation. When we asked to "tag along" with your Motor Carrier detail, we were given locations and times to meet with Commission inspectors during the normal course of their duties in Blair County. These Enforcement Officers were excellent to work with, and taught our representatives something in the process. I would like to personally commend these individuals for their help and cooperation.

Enforcement Officers we had the privilege to work with were:

Pat Wilkinson

Fred Kuzma

Leonard Coval

As I stated, not only did they assist us in the task we had, but they also shared information that only experience could offer. These men are fine examples of the Motor Carrier Safety Assistance Program, and I can't thank them enough for their time and cooperation in assisting the Blair county LEPC in the performance of their duties.

Sincerely,

Michael R. Wall Hazardous Materials Coordinator, Blair County LEPC



Local Emergency Planning Committee Helping Make the Community Safer for All Blair County Emergency Management Agency Emergency Operations Cente 423 Allegheny Stree Hollidsysburg, PA 1664: (814)695-503. FAX (814)695-513.

July 24, 1996

Pennsylvania State Police Troop G Headquarters 1510 N. Juniata St. Hollidaysburg, PA 16648

Attn: Captain Roger Peacock, Troop Commander

Dear Captain Peacock;

I would like to take this opportunity to thank you and Lt Hample for the outstanding level of cooperation received from the State Police.

Our organization was charged with the task of gathering data for a commodity flow study, part of which involved highway transportation. When we asked to "tag along" with your Motor Carrier detail, we were given locations and times to meet with inspectors during the normal course of their duties in Blair County. The MCSAP detail troopers and DOT Officers were excellent to work with, and taught our representatives something in the process. I would like to personally commend these individuals for their help and cooperation. Unfortunately, Trooper Rick Koontz from the Bedford substation is the only name I remember. But the two DOT officers and the rest of the PSP detail, including the corporal from the McConnellsburg substation were just great. My apologies for not remembering their names.

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Local Emergency Planning Committee Helping Make the Community Safer for All Blair County Emergency Management Agency Emergency Operations Center 423 Allegheny Street Hollidaysburg, PA 16648 (814)695-5037 FAX (814)695-5037

July 24, 1996

Pennsylvania Public Utility Commission Altoona District Office 1601 11th Ave Altoona, PA 16601

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Sincerely,

Michael R. Wall Hazardous Materials Coordinator, Blair County LEPC

xc:



Local Emergency Planning Committee
Helping Make the Community Safer for All

Blair County Emergency Management Agency Emergency Operations Center 423 Alleghery Street Hollidaysburg, PA 16648 (814)695-5035 FAX (814)695-5037

July 24, 1996

Pennsylvania State Police Troop G Headquarters 1510 N. Juniata St. Hollidaysburg, PA 16648

Attn: Captain Roger Peacock, Troop Commander

Dear Captain Peacock:

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Sincerely,

Michael R. Wall Hazardous Materials Coordinator, Blair County LEPC



Local Emergency Planning Committee Helping Make the Community Safer for All Blair County Emergency Management Agency Emergency Operations Center 423 Allegheny Street Hollidaysburg, PA 16648 (814)695-5037 FAX (814)695-5037

September 16, 1996

Freedom-Greenfield Police Department Greenfield Township Municipal Bldg. RR #1 Box 948 Claysburg. PA 16625

Attn: Chief Michael Hoover

Dear Chief Hoover:

I would like to take this opportunity to thank you and your department for the outstanding level of cooperation received from Freedom-Greenfield Police.

Our organization was charged with the task of gathering data for a commodity flow study, part of which involved highway transportation. When we asked for some support and assistance in conducting our study, you were more than helpful. You were excellent to work with, and taught our representatives something in the process. I would like to personally commend your department and yourself for your help and cooperation.

As I stated, not only did you assist us in the task we had, but you also shared information that only experience could offer. I can't thank you enough for your time and cooperation in assisting the Blair County LEPC in the performance of their duties.

Sincerely,

Michael R. Wall Hazardous Materials Coordinator, Blair County LEPC



Local Emergency Planning Committee Helping Make the Community Safer for All Blair County Emergency Management Agency Emergency Operations Center 423 Allegheny Street Hollidaysburg, PA 16648 (814)695-5037 FAX (814)895-5037

September 16, 1996

Allegheny Township Police Department Allegheny Township Municipal Bldg. 3131 Old Sixth Avenue Road Duncansville. PA 16635

Attn: Chief Donald Fowkes

Dear Chief Fowkes;

I would like to take this opportunity to thank you and your department for the outstanding level of cooperation received from Allegheny Township Police.

Our organization was charged with the task of gathering data for a commodity flow study, part of which involved highway transportation. When we asked for some support and assistance in conducting our study, you were more than helpful. Your officers were excellent to work with, and taught our representatives something in the process. I would like to personally commend your department and these officers for their help and cooperation; Patrolman Nancy Fowkes and Patrolman Dick Books.

As I stated, not only did your department assist us in the task we had, but they also shared information that only experience could offer. I can't thank you enough for your officer's time and cooperation in assisting the Blair County LEPC in the performance of their duties.

Sincerely,

Michael R. Wall Hazardous Materials Coordinator, Blair County LEPC

takes 52 trucks off

and 185 were inspected between 6 p.m. Monday and 6 a.m. Tuesday. Nearly 3,300 trucks were weighed forbade 12 truckers from driving tors took 52 trucks off the road and freight haulers. or had overweight rigs were State police and other investiga ighways during a crackdown on vanked off western Pennsylvania who drove too long without sleep CLAYSVILLE (AP) — Truckers Trooper David White of Hollitravel for ten hours and then must warnings. violations and gave 637 written State police cited 135 drivers for

Most citations and warnings

yond allowable hours, state police were for drivers who traveled befederal law, a driver is allowed to Sgt. Vincent Babich said. Under Morgantown, W.Va.; I-70 east of Wheeling, W.Va.; state Route 119 in ty near Maryland; 1-70 north of

daysburg said problems he ob-

in Somerset and Cambria counties Fayette County, and state Route 219

Trucks were checked at five spots: Interstate 70 in Fulton Counrigs that were too heavy or had not filled in correctly, White said. brakes. Some drivers' logs were served Monday night included worn tire treads and ill-adjusted